



Debrief given by Tony Mattingly (OST)

2024 Program Summary:

- 13 Billion Requested / 1.8 B awarded
 - 148 road awards
 - 69 planning
 - Evenly split
 - 79 in rural communities
 - 69 in urban.
- 1048 Applications total
 - Iowa 16 Applications
 - 477 advanced to further analysis
 - Ours Did not make highly rated list.
 - Considered Rural, Capital, not in area of poverty. Met all eligibility. no flags.

Selection Criteria:

- Summary:
 - Overall project was ranked: **Highly Recommended**
 - Tony stated it was a “Very Solid Application”
 - Projects were ranked as 1 of 4 rankings [Highly Recommended, recommended, acceptable, and does not meet merit]
 - 8 selection criteria. To be Highly Recommended, 6 of 8 need to be a High Rating to move ahead automatically. If not automatic, High political appointees/9 chieftains can “save” a project.
 - Each category was scored as [High, Medium, Low, or non-responsive]

Criteria Explanation:

Safety – [2022: Low|2023: Medium |**2024:HIGH**]: No Comment.

Environmental Sustainability – [2022: Medium|2023: High |**2024: HIGH**]: No Comment.

Quality of Life – [2022: Medium|2023: High |**2024: HIGH**]: No Comment.

Mobility and community connectivity – [2022: Medium|2023: Medium |**2024: HIGH**]: No Comment.

Economic Competitiveness – [2022: Medium|2023: High |**2024: HIGH**]: No Comment.

State of Good Repair – [2022: Medium|2023: Medium |**2024: HIGH**]: No Comment.

Partnership/Collaboration – [2022: Medium|2023: Medium |**2024: HIGH**]: No Comment.

Innovation – [2022: Medium|2023: Medium |**2024: HIGH**]: No Comment.



BCA Analysis:

- **Only recommendation was to strengthen BCA**
- Guidance Link: <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-guidance>
- Despite the robust methodology, team realigned their sensitivity analysis to standardize across all projects. All projects have some degree of adjustment. Grant Reviewers performed sensitivity analysis of their own.
 - BCA was negative. BCA of 0.73 net present value of 7.1M
 - Submitted BCA was 1.54 with a net present value of 17M
 - Found that there was some double counting daily induced pedestrian trips.
 - Adjustments to frequency of flooding events. 6 major occurrences in the last 24 years. Used a factor of 0.25. Make sure events are well documented in the narrative if you're justifying a value. Critical in justifying assumptions. Make sure narrative is robust to justify assumptions.
 - Mick stated there was a BRIC study with Data from RDG to grab the data points showing the in-depth study.
 - Analysis includes reductions in vehicle operation costs. This should be removed. There is a separate VOC and modal shift value from the guidance.
 - Vehicle operating costs improper accounting of modal shifts.
 - Induced pedestrian cyclist trips. Over estimation that these trips will be round trips. Use guidance for standard practice to estimate trips.
- If this passes the BCA this would go on to advance.

Other Items:

Other criteria that has to be met was all the highest rating:

- Environmental Review - was highest rating
- Financial Completion: highest rating
- Technical Capacity rating is Certain. Highest Rating, can deliver the project

Notes for Next Year:

- 1.5B for next year. There may be appropriated additional funds later.
- NOFO in Middle-November. 90-day application window will be the same. Same Urban/Rural Split and same State Cap.